



KING COUNTY ROAD STANDARDS 1993

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KING COUNTY ROAD STANDARDS 1993

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ORDINANCE NO. 11187

AN ORDINANCE approving and adopting the 'King County Road Standards', 1993 update, as the standards for road design in King County, amending Ordinance No. 8041, Sections 4 and 6, and K.C.C. 14.42.030 and 14.42.050, and repealing and replacing Ordinance No. 8041, Sections 2 and 10 and K.C.C. 14.42.010 and 14.42.090.

PREAMBLE: The King County Road Standards were last adopted in their entirety by King County Ordinance 8041 dated April 27, 1987. The proposed new publication "King County Road Standards" updates the 1987 document. These standards update, clarify and correct portions of the previous road standards. These changes are intended to support and be part of the county's goals regarding growth management, housing and sensitive areas.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance No. 8041, Section 2, as amended and K.C.C.

14.42.010 are hereby repealed and the following is substituted.

Adoption. A. 'King County Road Standards', 1993 update, as amended by the council december 20, 1993. **incorporated** herein as Attachment A with amended Sections 2.03, 2.20, 2.21, 3.02, 5.03 and 5.10 as Attachment B are hereby approved and adopted as the King County standards for road design and construction.

B. Consistent with council's **direction** and intent in adopting these standards the department of public works is hereby authorized to develop public rules and make minor changes to the drawings in order to better implement the standards and as needed to stay current with changing design and construction technology and methods.

C. Consistent with council's direction and intent in adopting these standards the department of public works will establish a **committee** consisting of county staff and representatives of the fire and emergency medical service and development **communities**. The committee will investigate alternative roadway widths and other road standard related issues that impact the ability to provide emergency fire and medical service to the public and report findings back to council by September 1994.

SECTION 2. Ordinance No. 8041, Section 4 and K.C.C. 14.42.030 are hereby amended to read as follows:

Applicability. A. The standards may apply to all newly constructed **modifications** of roadway features or existing facilities which are within the scope of reconstructions or capital improvement projects when so required by King County or to the extent they are expressly referred to in project plans and specifications. These standards are not intended to apply to "resurfacing, restoration and rehabilitation" projects as those terms are defined in the Local Agency **Guidelines**, Washington State Department of Transportation, as amended; however, the engineer may in his discretion consider the standards as **optional** goals.

B. The standards shall apply to every new placement and every planned, non-emergency replacement of utility poles and other utility structures within King County right-of-way.

SECTION 3. Ordinance No. 8041, Section 6 and K.C.C. 14.42.050 are hereby amended as follows:

References. The standards implement and are intended to be **consistent** with the references listed in Section 1.04 of Attachment A, "King County Road Standards, (~~1986~~) 1993".

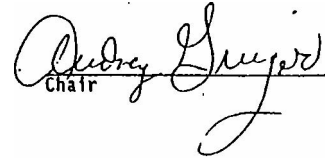
SECTION 4. Ordinance No. 8041, Section 10 and K.C.C. 14.42.090 are hereby repealed and the following is substituted:

11187

Effective Date. This ordinance shall take effect (30) days from its enactment.

INTRODUCED AND READ for the first time this 7th day of September, 1993.
PASSED this 20th day of December 1993.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chair

ATTEST:


Clerk of the Council

APPROVED this 30th day of DECEMBER, 1993.


King County Executive

WP:aslatendard.ord

Attachment: A. King County Road Standards, 1993
B. Attachment B

KING COUNTY ROAD STANDARDS 1993

PURPOSE

King County has adopted these road design criteria primarily for a two-fold purpose:

- (1) To set forth specific, consistent road design elements for developers and other private parties constructing or modifying road or right-of-way facilities which require County licenses or permits;
- (2) To establish uniform criteria to guide the County's own construction of new County roads or reconstruction of existing roads.

In addition, these Standards are intended to support King County's goals for achieving affordable housing, providing adequate facilities for development in an efficient manner, complying with storm water management and sensitive area policies and to balance these goals with the general safety and mobility needs of the traveling public.

In adopting these Road Standards, the County has sought to encourage standardization of road design elements where necessary for consistency and to assure so far as practical that motoring, bicycling, equestrian, and pedestrian public safety needs are met. Considerations include safety, convenience, pleasant appearance, proper drainage, and economical maintenance. The Standards also provide requirements for the location and installation of utilities within the right-of-way. The County's permitting and licensing activities require the adoption of specific, identifiable standards to guide private individuals and entities in the administrative process of procuring the necessary County approval. Yet, the County must have needed flexibility to carry out its general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public. Accordingly, these Standards are not intended to represent the legal standard by which the County's duty to the traveling public is to be measured.

These Standards cannot provide for all situations. They are intended to assist but not to substitute for competent work by design professionals. It is expected that land surveyors, engineers, and architects will bring to each project the best of skills from their respective disciplines. These Standards are also not intended to limit unreasonably any innovative or creative effort which could result in better quality, better cost savings, or both. Any proposed departure from the Standards will be judged, however, on the likelihood that such variance will produce a compensating or comparable result, in every way adequate for the road user and county resident.